

Mitchell Gallo
Senior Aerospace Engineer
Aviation Safety - Central Region

Date: July 17, 2023

Subject: CEN24LA247, Record of Examination

Contact: John Shaver, Principal Maintenance Inspector, Federal Aviation
Administration, Greater Chicago, Flight Standards District Office

Kurt Harmon, Airframe and Power Plant Mechanic, Inspection
Authorization, Windy City Aero

Post-accident examination of the aircraft revealed that the governor switch and the carburetor heat control were in the ON positions. Flight control and engine control continuity from the respective cockpit controls to the main and tail rotor blades and to the engine. Drive train continuity through the transmission and tail rotor was confirmed. The transmission and tail rotor systems rotated without anomaly. Engine power and valve train continuity, with proper valve lift, to the accessory section was confirmed. Testing of the magnetos revealed no anomalies. The spark plugs displayed normal combustion signatures. The engine to rotor drive belts were intact and displayed normal features. Removal of the gascolator bowl revealed no debris and a liquid consistent with 100 low lead aviation fuel. The fuel line leading to the carburetor contained a liquid consistent with 100 low lead aviation fuel. There were no mechanical anomalies that would have precluded normal helicopter operation.

The cockpit hour meter indication was 2896.7 hours.